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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

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H.E. LORD LINLITHGOW

When Skies are Beginning to Brighten

IT is a happiness for me to think that if we have been through bad days together in the earlier years of the war, I should be leaving India at a time when the skies are beginning to brighten: when the success of the Allied arms in so many fields is becoming increasingly manifest: and when we are encouraged by the fall of one of the greatest of the Axis leaders, and by the collapse of a system which was responsible for bringing Italy into the war against us

WHEN the war began India's armed forces were designed neither in numbers nor in equipment to bear the direct shock of an attack by the large, highly trained and well-equipped forces at the disposal of the Axis powers. But, with the full knowledge that the safety of India lay in the defence of its outer bastions, we sent overseas what troops we could spare. Experience has more than justified our decision. To-day we can feel that, save for sporadic and ineffective air raids, India has been spared the horrors of war, and God willing, she will continue so to be

THE fighting record of the Indian army is known to you all. Indian troops played a glorious part in the North and East African Campaigns. Their superb fighting qualities, their courage, determination, discipline, and training have been demonstrated time and again in the campaigns that have resulted in the overthrow of the Italian Empire in Africa. The great victory of the Eighth Army, in which the Fourth Indian Division added still further honours to what was already an imperishable fame, is in the minds of all of us

IN the Far East, in Burma, and in Singapore our troops faced, like their comrades from the other parts of the British Commonwealth, superior forces; and they fought a series of delaying actions in a type of warfare that makes the highest demand on the quality of troops. Those actions, fought with stubborn courage against grievous odds, gave India time to perfect her own defences against invasion

H.E. LORD LINLITHGOW, addressing the Central Legislature on Monday (August 2)

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Madras War Review

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. IV FRIDAY, AUGUST 6, 1943 No. 47

RUNNING COMMENTARY

President Roosevelt on Pacific War—Allied Strategy and Tactics

In a broadcast to the United Nations last week (July 28), President ROOSEVELT reviewed the war situation and said, "Over a year and a half ago I said to Congress, the militarists in Berlin, Rome and Tokyo started this war, but the massed, angered forces of common humanity will finish it. That prophecy is in the process of being fulfilled. The massed, angered forces of common humanity are on the march. They are going forward—on the Russian front, in the vast Pacific area, and in Europe—converging upon their ultimate objectives, Berlin and Tokyo." After summing up the present position on the Continent and in Russia, he referred to the Pacific theatre and said, "We are pushing the Japanese around from the Aleutians to New Guinea. There, too, we have taken the initiative—and we are not going to let go of it. It becomes clearer and clearer that attrition or the whittling down process against the Japanese is working. The Japanese have lost more planes and more ships than they have been able to replace. The continuous and energetic prosecution of a war of attrition will drive the Japanese back from their over-extended line, running from Burma and Siam and the Straits Settlements, through the Netherlands Indies to Eastern New Guinea and the Solomons." President ROOSEVELT went on to point out that the shipping and air power of the Japanese could not support such outposts. He warned the Japanese that if they had planned to consolidate and exploit their conquered territories on a long-term basis they had better start revising their plans now, for the Allies were not going to leave them alone. President ROOSEVELT'S warning is already being put into operation by General MACARTHUR. His New Guinea-Solomons offensive is only the beginning of a great all-out effort to drive back the Japanese. The first aim of this Allied offensive is to prevent the enemy from building up sufficient strength to invade Australia. The second objective is to force him to withdraw from the bases he has established on the 700-mile arc running from Salamaua to Munda *via* Rabaul. This is to be followed up by a general offensive against Japan proper.

* * * * *

Allied Tactics—Brigadier Wingate's Dictum

The main point in Allied tactics seems to be to sever the supply lines of the Japanese. In an article published in *Victory* last month (July 10), Brigadier WINGATE, leader of the recent long-range patrol into Burma, has described this in picturesque language. He says, "Give a son of Nippon a hundred rounds and tell him to dig himself in and die for the Emperor, and he will. The thing to do is not to attack him, but to get behind him and cut him off. Leave him to die for his Emperor—of starvation." In other words, the speed of Allied advance in the South west Pacific largely depends upon our ability to enforce an effective blockade for each island attacked. The reason why the battle of Guadalcanar dragged on for six months was the incompleteness of the Allied air and sea control of the area through which the Japanese supply ships had to sail. So long as an effective blockade could not be enforced, the struggle continued, but this was achieved during the later stages of the campaign, and it hastened the enemy's evacuation.

In Attu also, the supplies were cut off and the Japanese garrison, almost to a man, died fighting. In his report of the successful Allied occupation of Attu in the Aleutians, ROBERT SHERROD, the correspondent of the American journal *Time* wrote from the U.S. Aleutian Headquarters, "The Japanese had expected a long stay in Attu. Their food supplies were ample—shrimp and crab meat and bamboo shoots, spices and soy sauce and dried black sea-weed for flavouring rice. They varied this diet by catching salmon and halibut, shooting Emperor geese and Yukon River ducks. They had hundreds of gallons of sake (beer)."

It is of interest to note that there is no truth in the rumour sedulously fostered by enemy propagandists that the Japanese troops are virtually independent of food supplies and are able to fight on a handful of rice when necessity demands. For rice is not a stamina diet, and it must be cooked before it can be eaten. It may be recalled that when the Japanese withdrew from the Guadalcanar, Tokyo commentators stated that their troops could not cook their rice because smoke would betray their positions to Allied reconnaisance aircraft.

* * * * *

Blockade of Munda—Jap supplies being cut

Now the great blockade of Munda in the Central Solomons is taking place. It is a joint effort by Allied land, sea and air forces. Allied cruisers and destroyers are enforcing the blockade by sea. They have been shelling Munda, Bairoko and Vila, the harbour of Kolombangara island, from which Japanese supplies are taken to Bairoko across 12 miles of the sea, whence they are carried to Munda 10 miles by land. The Allied naval surface craft and submarines are maintaining constant and vigilant patrol over the twelve-mile sea passage which lies across the Kula Gulf. The work of the naval forces is supplemented by that of the aircraft. Enemy destroyers and transports have suffered very heavy Allied attacks from the air, and these attacks are spread over the whole 300-mile communications line from Buka, in the extreme north-west of the Solomons chain, to Munda.

RUSSIA: GERMANS EVACUATE OREL

GENERAL ROKOSSOVSKY'S drive on Orel has succeeded in its objective. His three main armies plunged forward on the city of Orel from the north, east and south. The Germans were in full and precipitate retreat. The Red Army was hot on the trail. It gave the Germans no chance to build a new defensive position. The Russian grip on the semi-circle round Orel was tightening. Then the German radio said on Wednesday night, "In the Orel area the enemy is continuing his attacks with unabated fury. Fighting is again centred in the Kromy sector south-west of the city, where the Russians have expanded the offensive both towards the west and the east. At some points ground has to be surrendered." And now as we go to Press, the *German News Agency* reports that Orel has been evacuted by German troops.

IT was at a crucial moment that the Russians struck at Orel. Their thrust was remarkable both in its conception and execution. The attack must have surprised the enemy, for the Red Army men made a deeper penetration into the enemy's lines in three days than what the 30 shock-divisions of the German army could achieve in ten days against the bulge of Kursk.

Counter-stroke in a Duel

THE Red thrust towards Orel, when the German offensive against Kursk was showing signs of exhaustion, may be compared to a quick counter-stroke in a duel when the opponent, after delivering a too violent thrust which had been coolly parried, has lost his balance. But, soon after, the Germans recovered, and rushed up reserves which helped them in slowing down the Russian advance.

THE point to be remembered here is that the German defences around Orel were organized in great depth. Ever since the Orel salient came into German hands during the first great tide of advance towards Moscow in 1941, they began converting this city, which is 200 miles from the capital of Soviet Russia, into an advanced hedgehog with its quills piercing into the Russian defensive system. Since then there was always the possibility that the Germans might try an encircling movement against Moscow by exploiting the Orel salient. But the Red Army drove itself deep into the defences of the powerful Orel fortress, and the great German hedgehog base on the Central Russian Front is now back in Russian hands after twenty-three months because of the excellence of the Russian plan of attack.

General Russian Plan

THE general Russian plan in its drive against Orel was to forge a great arc around the salient with the object of encircling Orel and the surrounding countryside. The ends of the arc were roughly less than 40 miles apart, and if they met on the Bryansk-Orel railway, the circle would be complete, and a quarter of a million men who would be caught in the trap would have to share the same fate which befell their comrades at Stalingrad last winter. Soviet troops considerably widened their bridgeheads to the north and south of Orel, and they gained the strong point of Znamenskaya, which is 25 miles north of Orel. From this point they struck south-west towards the Orel-Bryansk railway rather than south directly towards Orel. They wanted to achieve their objective, not by a frontal assault against Orel, but by encirclement and extermination. It was in pursuance of this plan that the northern arm of the Russian drive operated from a base about 45 miles north-west of Mtsensk against the railway which links Orel with Bryansk, and the eastern arm operated from the region of Novosil, while the southern thrust developed over the battle ground which saw the failure of Von Kluge's attempt to reach the Russian base of Kursk.

A German Legend Shattered

IN this connection, it may be pointed out that that the defeat of the Germans in the Battle of Kursk is a very great achievement for the Russians. It has, as M. Stalin said, "exposed the legend that the Germans are always successful in the summer offensive, while Soviet troops are allegedly forced to retreat in the same period of the year". This is perhaps the most significant feature of the fighting on the Russian front this year. Stalin's Order of the Day congratulates the three Red Army Generals on their great achievement of smashing the German summer offensive against Kursk.

IT may be noted that the scale of German onslaught has been diminishing with each successive year. In 1941 the Germans attacked along the whole Russian front. In 1942 the battle raged from Kursk down to the Crimea. And this year, the battle-line is confined to a single sector only 180 miles in length. In 1941 the Germans took, after the first two weeks' fighting, Riga, Minsk and Lvov, and advanced towards Smolensk.

M. STALIN

Last year, after two weeks' fighting, they broke through the Donetz defences on a wide front and came dangerously near to Voronezh about 130 miles distant from Kursk. And this year, they have not only lost the Battle of Kursk but also the Battle of Orel.

Russian Victory in Battle of Kursk

THEIR attempt to wipe out the Kursk salient and thus deprive the Russians of that offensive base was completely frustrated. Their aim of capturing Kursk and converting it into a powerful hedgehog pivot which would strengthen the German position at Orel has completely misfired. This may be due to the remarkable skill of the Red Army, or to the powerful aid that Britain and America are sending to Soviet Russia, or the great Anglo-American attack on Sicily—or to a combination of all these factors—whatever it is, the fact remains that the Nazi offensive has failed and that the Red Army has swiftly passed from the defensive to the offensive stage.

THIS did not mean, however, that the Germans would yield Orel without a bitter struggle. It was true that the Russians smashed and overran all forward German lines of defence, but no softness was found behind the outer crust, and mile after mile of German defence positions have yielded only after terrific onslaughts. In other words the closing of the northern and southern "jaws" on the vital Orel-Bryansk railway will not be achieved without fierce fighting.

Orel added to Red Army's Laurels

FOR too much was at stake for the Germans, and they would not give in without a desperate fight. Whether Hitler wanted to launch an offensive against Moscow or was simply content to remain on the defensive in the Central front, the security of Orel was of vital importance to him. So far as the Russians are concerned, they have succeeded in keeping the entire front in a state of uneasy tension and achieved great success at Kursk and now Orel has been added to the many great laurels of the Red Army.

THIS WEEK—IN RETROSPECT!

It was during *this week in* 1940 that the Battle of Britain began. Mr. Churchill in a broadcast on *the 4th of August* referred to the blitz against Britain and called for the strictest vigilance from the people. On land, fighting began in North Africa, Italy launching an invasion of British Somaliland and Kenya Colony on *August* 6. Italy's campaign in North Africa was, among other things, intended to cut the Suez Canal route. The distance between London and Bombay by this route is 6,750 miles, which will be covered in 18 days by a fast cargo steamer. From London to Bombay round the Cape of Good Hope in Africa the distance by water is 11,020 miles, which can be covered in 31 days. The saving in time and in shipping costs by the shorter route is an important factor in Britain's economy. This shorter trade route, known as Britain's traditional " Life-line " is as essential to Britain as the Panama Canal is to the United States. The maintenance of this route has been a major concern of British policy for over two generations. In order to protect it, Britain has built a chain of bases and outposts such as Gibraltar, Malta, Rhodes, Alexandria and Aden. Italy's dream was a new Roman Empire, which would include unrestrained sway over the Mediterranean and complete control of North Africa.

While Britain herself seemed secure, the Fascists chafed, but did not risk an attack on North Africa. When, however, in August 1940 Britain was pre-occupied with her own defence. Italy decided to avail herself of her long-cherished idea of striking at the Mediterranean "Life-line." From Libya, Italy's base in North Africa, two partly mechanised forces drove towards Egypt. From what was previously Ethiopia, and now part of Italian East Africa, three other columns bored into British Sudan. Two other columns made headway into Kenya, the British East African Colony, now defended by the Dominion troops from South Africa. Finally three other columns went to the north-east, pushing on into British Somaliland.

British Somaliland is a hot barren tract of land with a population of 350,000 Muhammadans. Berbera is its largest city. Economically it is no prize for Britain; but she held a protectorate in Somaliland, because its location off Aden was strategically useful and helped Britain to control the approaches to the southern Red Sea.

* * * *

This week in 1940.—A French military court condemned to death *in absentia* General Charles de Gaulle, Leader of Free Frenchmen (*2nd Aug.*). The Vichy Government summoned a special court to meet on *August* 8 to try the former French leaders on charges of offence against the State. *On August* 3, following detention of British subjects in Japan, Britain arrested a prominent Japanese businessman in London and the Japanese Ambassador in Britain protested. Lord Halifax, however, assured Japan that the action was not in any way a retaliatory measure against the arrest of the British subjects, but that there were certain charges against the man arrested.

The United States was still far from taking a decision as regards her participation in the war. No doubt America had been evincing a certain measure of interest in the war; but far from being vital, it was more or less the interest of a spectator. Domestic differences, on the one hand, and operation of the Monroe Doctrine and the Neutrality Act, on the other, were largely responsible for this attitude.

* * * *

On Sunday, *the 3rd August* 1941, Mr. Churchill and the Chiefs of Staff travelled by train to the North of England where, on the following day, they embarked in *H.M.S. the Prince of Wales* for an unknown destination. Five days later the ship anchored off the shores of Newfoundland in the Atlantic Ocean, where American warships were waiting with President Roosevelt who had come under a similar veil of secrecy to the rendezvous. The warships lay at anchor while the two statesmen conducted their conference, the outcome of which was the Atlantic Charter.

Mr. Churchill had brought with him from England cards on which was printed the following verse from Longfellow, which in January 1941, President Roosevelt had, in his own handwriting, sent to the British Premier through Mr. Wendell Willkie with the comment that " it applies to your own people as it does to us." After the Atlantic Charter had been approved both the statesmen signed the cards and each kept a copy as a souvenir of the Atlantic meeting in the Placentia Bay. The following is the text of the poem :—

" Sail on, O Ship of State!
Sail on, O Union, strong and great!
Humanity with all its fears,
With all the hopes of future years
Is hanging breathless on thy fate! "

* * * *

The Churchill-Roosevelt meeting took shape sometime in July 1941 when Mr. Harry Hopkins came to London to confer with Mr. Churchill on the working of the Lease-Lend Act. Before Mr. Hopkins left London for Moscow, he accepted an invitation to attend a meeting of the War Cabinet and after the meeting was over he had a private talk with the British Premier. In the course of the discussion, replying to a remark of Mr. Churchill's Mr. Hopkins said what a pity it was that Mr. Churchill could not speak with the President face to face and bring before him, as no one else could, the mighty problems they had discussed. And how gladly, added Mr. Hopkins, the President would meet the Premier and learn from him at first hand what Britain was doing and what she hoped to do in the war. Mr. Churchill paused. He had made up his mind. Early the following morning the President of the United States of America was called to the phone in the White House to receive a trans-Atlantic call. He heard the unmistakable voice of the Premier of Britain, proposing a meeting, and he agreed. The President left in his yacht, the *Potomac*, on the 3rd August as if on a fishing holiday.

We would be missing a powerful historical perspective if we ignore the background against which this meeting took place. By the end of July 1941 the British genius for survival had touched a new height. Dunkirk was ancient history; the Battle of Britain had been won in the daylight of the preceding summer; and the long night blitz of Britain was beginning to slacken. The Royal Air Force had begun to hit back at last, not against unprotected places like Coventry as did the Germans during the preceding blitz, but against the German industrial areas of the Ruhr, Hamburg and Kiel. Essen, for instance, was a target continuously on place in the very heart of the Ruhr. The whole of place in the very heart of Ruhr. The whole of the Ruhr has been a regular fortress ringed round with the most devilish defences German ingenuity could devise, but all the same the British boys of the Royal Air Force did it with a passionate pride in their mission. In Libya the Italians had been chased back to their own desert by the Imperial troops under General Wavell. In the east, Hitler had invaded Russia on 22nd June 1941, and by the end of July the most violent mechanised conflict known in the history of warfare was raging along the Stalin Line from the Arctic to the Black Sea. On the same day in June as the outbreak of the Russo-German War, Mr. Churchill had hailed the Russians as Britain's allies and announced her resolution to aid Russia. More than this, on the 12th July, an Anglo-Soviet Agreement had been signed before Stalin by M. Molotov and Sir Stafford Cripps.

This week in 1941, America was slowly but steadily coming into the war. She was also gradually arming herself for the great struggle. She had passed the Lease-Lend Act (10th March 1941) and the products of her war industries were to be given to the Allies, including Russia. At the beginning of July, America took her first step towards active intervention in the war when she sent U.S. troops to Iceland. In the House of Commons on 9th July 1941, Mr. Churchill said: "The military occupation of Iceland by the forces of the United States is of first-rate political and strategical importance; in fact, it is one of the most important things that have happened since the war began." This was followed by America's decision to guard the sea ways to Iceland with ships of the American Navy.

While events were thus taking shape in the Atlantic, trouble was brewing in the Pacific with the growing Japanese militarism and aggressiveness. During the last week of July, we saw how Japan sought to swallow Indo-China. On the 1st of August, 1941, we find an extraordinary meeting of the Thailand Cabinet and a later report that Japan had offered Thailand the province of Laos and the ancient city of Angkor in Indo-China in exchange for a virtual monopoly of Thailand's production of rubber, tin and rice and the right to use certain naval and air bases. It was also stated that Thailand had recognized Japanese puppet regimes in Manchukuo and Occupied China.

* * * * *

Great events do not happen with the unexpected suddenness of an earthquake, but are the cumulative effect of a series of antecedents which should not be overlooked. This week in 1942 was such a period of incubation for some of the most startling events in the history of the present war. This week marked the darkest hour in the history of Russian resistance against the Nazi hordes, resistance almost coming to the breaking point. The fiercest battle raged around the cities of Voronezh and Stalingrad, and Marshal Timoshenko's determination to save the latter developed a warfare which later on culminated in a glorious Russian victory. During this week the German push in the Caucasus compelled the Soviet army to fall back and the situation appeared to be very critical for Russia. Lastly, on the Murmansk front, the Nazis launched a fresh offensive. In other theatres of war there was not much to report, the Egyptian front reporting a period of lull and the Far East describing the Japanese as digging in where they had already crept.

A HEALTHIER POST-WAR WORLD — HOT SPRINGS CONFERENCE POLICY

An increase of four inches in the average stature of the poorer people everywhere, end of stunted growth among children, longer span of life—four years more in England, 10 in Scotland and many more in India and China.

These are some of the things you can look forward to if the Hot Springs Conference policy—freedom from want of food—is carried out thoroughly.

Sir John Boyd Orr, diet expert, outlined the possibilities to a conference of the London International Assembly. Under the Hot Springs feeding policy the one-third of the American and British population which did not enjoy an adequate health diet before the war will be fully fed. But a food revolution cannot be brought about without a revolution in agriculture.

Sir John said that the important decisions of the Hot Springs Conference on food and agriculture were an undertaking by every one of the United Nations to bring nutrition to their peoples up to the standard required by health and to co-operate in bringing about the same standard in every part of the world.

"If these recommendations are put in practice," said Sir John, "you will bring about a great social and economic revolution in international politics." Even in Britain and America, two of the wealthiest nations, about one-third of the population did not enjoy diet on the old standard before the war and deficiency diseases were still prevalent. If the health standard of nutrition were made available, children in that third would grow as well as the children of the wealthy and their stature would be increased by about four inches.

"If we get the health standard of nutrition, the expectation of life of a child in England would be increased by four years and in poor and backward Scotland by about 10 years. In South America, the present expectation of life is only 40 years and in India 27 years as compared with 67 in New Zealand, the best fed and the best housed people in the world."

Mr. Richard Law, M.P., Parliamentary Under Secretary, Foreign Office, said that at Hot Springs representatives of 44 nations realized that the things which divided them were less important than the things which united them. An orderly international society depended upon three elements—military, political and economic. The belief that "if only you can hold down Germany and Japan in perpetuity everything else will fall in its place" was an oversimplification. Military security was vitally affected by political instability and political stability by economic conditions. These in their turn affected military security. "Each one of these problems, whether military, political or economic, can be solved only on an international plane. It is only if we are able to create a genuine international society that we shall be able to create genuine peace."

SEQUENCE ON A THEME

[Out of this nettle Danger we pluck this flower Safety.]

I

Rousing from restless sleep and nightmare years
The English turn and half-awakened see
The homes of Warsaw battered down, the free
Norwegian hunted through the snow, the tears
Of Dutch and Belgian multitudes. O fears
Of May and June! Flanders and Picardy
Are heaving with the hosts that frantic flee
And grimly follow. Then the sea-fog clears

And proudly to the German might the bare
High cliffs of England lift defiant lips;
The troops who waded to the little ships
From Dunkirk beaches now with millions more
Share jests and toils; and with a thunderous dare
Winston invites the invadar to the shore.

II

Men had despaired of England. How shall she,
Her weapons lost, her allies in the dust,
Weather the storm that gust on deadly gust
Beats on her head across the narrow sea?
As Jenghiz' hordes once trampled Muscovy,
Ravening and spoiling in cold rage and lust,
Now screaming flight on flight, with thrust on thrust,
The eagles swarm to tear out liberty.

All through the summer day the engines drone,
All through the winter night great cities burn.
Plymouth, Southampton, Bristol, Liverpool
Are mowed with flame. But, like the gambler cool
Who calmly s'akes until his fortune turn,
The English stand and beat the odds alone.

III

Never was fleet so thinly spread. The globe
Entire these ships patrol, these airmen scan,
As here from prison-hulk the sailor-man
They pluck, there po t and minefield deftly probe.
Of pride and power the Bismarck to disrobe
Their hands the Atlantic with Thor's hammer span;
And Oran's sad necessity they plan,
Disarming former friend turned Anglophobe.

Bravo, who vaunted yours the Middle Sea,
What of Taranto? What of Matapan?
Still English cruisers stalk and still you flee
And cannot end what bragging you began.
Malta defies Caproni and Messerschmitt
And Nelson's shade salutes the ghost of Pitt.

IV

Daring and merciless the undersea
Destroyer slides to station, till the haunch
Of tanker lean or freighter fat and staunch
Slip past the hairline and no more can flee
The questing shark with nose of T.N.T.,
That tears apart a good ship's iron paunch.
She, that men built with love and laughed to launch,
Staggers, tilts, plunges—and so gone is she.

The sweating riveter, the welder true
Have sworn the ruinous game to win, when sore
Is England's need, when builders dare not fail.
The slipways shudder and rattle; more and more
The hulls slide down. While shipwrecked seamen sail
There shall not lack a ship, nor yet a crew.

V

Hold fast the desert gate! Though nearer home
Flat-bottomed barges take the load of grey
Automa o s dri led ready for the day
Their endless lines shall level England's foam,
Yet round the Cape and north the freighters come
With tank and plane where Wavell stands at bay,
With how small forces making shift to stay
The huge tide lapping in the name of Rome!

Across the sandy gulfs war's tides wash west
And east again. The pitifully small
Battalions fell an empire. Auchinleck
Strikes up the sword already at his neck,
And Panzers surge in vain, until there fall
New thunderbolts to rout them without rest.

—*R.G.*

INDIAN SOLDIERS BECOME "WATER-WISE"

WHAT is the "Wormleighton Raft?" Very few people, not excluding veteran seadogs, can tell you.

Take a few planks, add four 45-gallon oil drums and a certain amount of rope, put the lot together in a tearing hurry, and you have a Wormleighton Raft.

Making it and dozens of other odd, improvised rafts of all shapes and materials and sizes—is one of the things Indian soldiers learn during intensive "water craft" courses, designed to make them as nearly amphibian as man can be.

And Wormleighton? Wormleighton was the name of an instructor at one of these schools up and down India where water loses its terrors. He it was who first improvised this inelegant but effective expedient for getting 20 fully-equipped men across a river in a hurry.

During the first week of his fortnight's course in military aquabatics, the soldier learns to handle an oar and sail a boat. During the second week, he learns to make a boat. And though it may not look very like a boat, it will be good enough to carry him and his comrades across a river 150 feet wide.

OFFICERS TRAVEL ON FOUR ANNAS A DAY

WITH only four annas a day a-piece and scanty emergency rations, five British officers recently set out a long experimental trek through some of the remotest parts of South India, where a soldier is a rare sight indeed.

But far from fighting shy of any of these visitors, the villagers along the officers' route did everything possible to ensure that they wanted for nothing.

Back from their adventure, the five officers with one voice paid one more tribute to the famed hospitality of the simple Indian villager. In every village, they reported, they were received with the warmest welcome, offered food from the villagers' scanty stocks, and provided with guides along their way when they left.

The portable typewriter which one of the officers carried became the sensation of the hour in these remote villages, and whenever its owner opened it up and began to type, he could be sure of attracting a large crowd of fascinated watchers in the space of two minutes.

TURKEY AND THE MEDITERRANEAN

By LEONARD KIRSCHEN

SUMMER seems to have settled down in Ankara and with it there is a cessation of all political and diplomatic activity. The Mejlis will shortly go home for its vacation, a number of Cabinet members have already started their holidays, and the diplomatic corps is dwindling. All this seems to indicate that there will not be much doing in Turkey this summer.

Nevertheless, one feels that behind this apparent calm something is "going on". A corner of the veil was lifted the other day by Mr. Churchill himself in his Guildhall speech and his glimpse of events to come, hurried though it was, indicated that events might come to pass in the Mediterranean which might have a decisive influence on the course of the war. Turkey, therefore, cannot remain indifferent to this speech. Falih Rifki Atay in an article in the *Ulus* on the British Prime Minister's speech underlines Britain's determination to prosecute the war in the Far East to its successful conclusion and not to lay down arms until this object has been achieved even if the European partners of the Tripartite Pact are down and out. Atay finds this declaration important in that it confirms the solidarity of the Anglo-Saxon nations, and he points out that now that the Germans have failed to achieve a *blitz* victory over the United Nations, their only hope lies in prolonging the war as much as possible so as to tire out their opponents. Atay observes that the Germans have in their propaganda tried to picture the United States and Britain as being disunited and asserts that they have failed in their attempt.

SUCCESS AGAINST U-BOATS

Atay hails as the best news of the day the Prime Minister's statement that the United Nations have scored an important victory over U-boats in May. As Turkey depends for her supplies on maritime communications and Allied shipping, it is not difficult to see why Atay rejoices in this.

Commenting on the writhings and wailings of the German Press after the recent raid on Cologne, in which the cathedral is alleged to have been damaged, Atay says that the Germans are now paying the price for their wanton destruction of English churches in 1940. This is significant because every day the arms in Dr. Goebbels' arsenal are dwindling and the day will come when there will be none left to fire as far away as the outside world.

Atay comes to the conclusion that as things stand, and as there is less chance with every day gone for a big offensive on the eastern front, the words of the British Prime Minister referring to "heavy fighting in the Mediterranean before the leaves fall" are pregnant with meaning. They show that decisive battles are about to be fought.

Ahmed Shukru Esmer, also writing in the *Ulus*, observes that the results achieved against U-boats may be the decisive factors in the war and herald important developments in the near future. After reading Churchchill's speech, declares Esmer, one cannot but implicitly believe the Prime Minister's words.

Esmer underlines the fact of British national unity and the success of the National Cabinet and ascribes it solely to Churchill's fine leadership. He says in conclusion: "The development of operations during the last three years has proved to what extent the confidence placed in Churchill by the British Commonwealth of Nations is justified. Already Churchill occupies the place of honour in British history which he justly deserves."

APPROVAL OF COMING EVENTS

In all this there is not much about the Mediterranean, I must admit. The fact, however, that two of Turkey's leading journalists comment so fully on the Prime Minister's speech is indication enough that they have seized its meaning and in praising Churchill they indirectly approve of coming events as outlined. Churchill himself has said that operations against Italy may break out at any point from the Gulf of Genoa to the Dodecanese. It may be one of these points and it may equally be along the whole front. The Dodecanese islands can easily be seen from the Turkish shores and Italian occupation of them is a thorn in the flesh of the Turkish security system.

The possibility of German or Italian aggression against Turkey is diminishing every day. Atay, in the article from which I have already quoted, repeats the belief that the Germans will probably not try a large scale offensive on the Russian front this summer. No offensive in Russia means that the Germans fear invasion and that the manpower problem is worrying the General Staff. To attack Turkey now would be foolish even if Bulgarian troops are employed here in the majority, because Germany relies on Bulgarian troops for the defence of the Balkans.

In the meantime the country is endeavouring to put its finances in order, and despite financial difficulties the railway line which is to link Turkey with Iraq has progressed and has now reached the Batman river in south-east Anatolia, while another 4,000 kilometre programme has recently been approved. Thus, working hard, the Turkish nation is looking to the future with quiet confidence.

JAPAN'S INJUSTICE TO MUSLIM RULERS

IT was announced recently that the Japanese Government had ceded to Siam the States of Kedah, Perlis, Kelantan and Trengganu. To realize the dangerous potentialities of this announcement so far as the Muslim States of the Far East are concerned, it is necessary to know something of the history of these as well as other Muslim States in the Far East and their relations with other Powers in that region.

Kedah, which has a population of nearly half a million and an area of 4,000 square miles, has undergone many vicissitudes of fortune during the last two centuries. After being an independent State for centuries it became for a time tributary of Burma and then of Siam. In 1771 Francis Light treated the Raja of Kedah as an independent ruler and a treaty was signed between Great Britain and Kedah in 1791 under which Penang was ceded to Great Britain. In 1821 the Siamese overran Kedah. This aggression was the result of a dispute whether Kedah was a vassal State of Siam or not. The rulers of Kedah had been sending Bunga Mas (golden leaves) to the Siamese Kings. This was interpreted by the Siamese as an acknowledgment of their suzerainty over Kedah. On the other hand, the rulers of Kedah contended that this was only a token of respect and not of vassalage. In the treaty of 1826 between Great Britain and Siam the supremacy of Siam over Kedah was acknowledged though she was not allowed to interfere in the administration of the country. The Siamese, however, insisted on the separation of Perlis which then formed a part of Kedah and placed it under the rule of a separate Raja.

KELANTAN AND TRENGGANU

As regards Kelantan and Trengganu, overlordship of Siam was always in dispute and these two States were governed by their respective Sultans. These disputes continued till March 1909 when a treaty was signed transferring the suzerainty of the four States to Great Britain. These States were subsequently known as the Unfederated Malaya States as distinguished from the Federated Malaya States of Perak, Selangor, Negri Sembilan (that is, nine States) and Pahang. According to the 1937 census the total population of these Unfederated States was 1,133,644, of whom 80 per cent were Malays (Muslims), 12 per cent Chinese, 6 per cent Indians and others two per cent.

SIAMESE ANTIPATHY TOWARDS ISLAM

Since 1934 the attitude of the Siamese Government has been one of persecution and intolerance towards the 2,000,000 Muslim population in southern Siam. This area originally formed part of Muslim Malay States but was gradually grabbed by Siam. In pursuance of the policy of pushing forward the programme of Siamese nationalism as formulated in 1933, systematic efforts have been made to suppress the culture and religion of the Malays. The Malays (Muslims) in Siam have now to wear Siamese dress, use the Siamese language and follow Siamese customs. No one below the age of 14 can be given religious instruction in schools. Study of Buddhist history has been made compulsory in place of religious instruction with the result that a Muslim child grows up without any knowledge of his faith and inspired with ideas of the glories of Buddhism and its achievements. Muslims cannot observe Friday as a holiday nor can they establish their own schools. The Malays are not permitted to have Muslim names or hold any Government posts. The Siamese Government have been sending their long-term convicts to the areas inhabited by the Malays and have demoralized the Malays somewhat in consequence. As mentioned earlier, a considerable portion of southern Siam was under Muslim rulers who were called Sultans. However, as each Sultan died the Siamese Government refused to allow his successor to ascend the throne and absorbed the State into Siam.

If the past is any guide to the future, it can be safely assumed that the States of Kedah, Perlis, Kelantan and Trengganu will soon cease to be governed by Muslim rulers and will share the fate of those Malay States which passed under the domination of Siam in the last century.

AND NOW WE GO INTO EUROPE

By WALLACE REYBURN

TUNISIA is cleaned up and the next step . . . we go into Europe. Right now the whole country here is alive with conjecture. When, where, and how will we strike?

I'll dismiss the question of when in one sentence. I don't know and you don't know and our enemies don't know: it is a surprise that Messrs. Churchill, Roosevelt and Company have for us.

Where we'll go I'm not going to say much about either. It is obvious we have four gateways into Hitler's unhappy estate—Norway, the Channel Coast, the Under-belly, and the Balkans. We'll burst in at one or more of these gateways without notice. But I think it is pretty clear that at some stage—either at the very beginning or later—we'll be crossing the English Channel into Western Europe.

It is about that and how it will be done that I'd like to talk.

How is Hitler going to try to stop us?

He has five chief lines of defence. He has his U-boats, with range far out into the Atlantic and the North Sea, and can be used against our invading forces while they are seaborne. His U-boats are supplemented by his E-boats and other smaller surface craft, as well as his major ships such as *Tirpitz* which, as Admiral Tovey warned only recently, show indications of preparing to put to sea.

Hitler's first defence line then is his sea forces, particularly his U-boats.

Second, he has his Luftwaffe. We learn that he has increased his fighter strength in the West considerably in recent months. The figures generally accepted over the last six months or so for Luftwaffe strength in the West must now be considerably revised—all types or reserve planes kept in the West awaiting invasion have been augmented.

Third line of defence is his minefields in the sea lanes along the coastline.

Fourth defence line is his much-vaunted Atlantic Wall, his chain of concrete forts, pill-boxes, barbed wire entanglements, supplemented by shore batteries and heavy artillery guns, many of them mobile railway guns.

STEEL AND CONCRETE FORTIFICATIONS FOR 1,800 MILES?

This Atlantic Wall stretches from the top of Holland to the bottom of the Bay of Biscay, and in a furious splurge of propaganda Hitler and his chiefs are inviting us to believe that every inch of this eighteen hundred miles is fortified with steel and concrete. Eighteen hundred miles is something like the distance from Toronto to Calgary, or New York to Salt Lake City. Quite a wall!

Fifth line of defence, and his main one, is his concentrations of troops deployed in groups at key points between twenty and forty miles from the coast. These are held ready to be rushed to the danger spots to meet our forces when they land.

How will our invasion get under way?

The assembling of all the necessary ships and landing craft and the concentrating of the troops at the setting-off ports presents a major problem of security. How is it to be done with the least possibility of the enemy getting wind of it?

It is well known that before the Dieppe raid many of the men involved were sent off on what they thought were merely manœuvres. This is a logical ruse to cover up such movements of troops. They were sent off on what was supposedly an exercise to find that it developed into a real show.

When the recent 'Spartan' exercise was held—the biggest military manœuvres ever held in Britain—the great majority of the troops thought that it was just a plan to get them together for a real operation with a minimum of suspicion. As it turned out, of course, that was not the case.

With our invading forces assembled here, how are we going to ring up the curtain?

When Hitler planned his invasion of Britain after the fall of France, he started by attempting to neutralise the Royal Air Force. The Battle of Brittain resulted. The Luftwaffe was licked in the air, so the land invasion of Britain didn't come. An invasion from the sea is out of the question without neutralising the enemy's air strength and establishing air superiority over the area of operations. Whether we'll follow the German plan and do it before we go in, or fight the air battle while the landings are in progress is open to debate.

TWO WAYS OF RINGING UP THE CURTAIN

We have that choice before us. We can send over our air forces to blast Hitler's Atlantic Wall with bombs and to engage his fighters and put a maximum of them out of action. After that softening up from the air, our land forces could be sent in. Alternatively, we could follow the Dieppe plan and do the softening up by sneak methods, using commandos and paratroops to put shore batteries and forts out of action and capture airfields and aircraft on the ground.

If we use the first method—air power, supported perhaps by shelling from naval ships—we loose the element of surprise. Once we lay on such a barrage the enemy gets an idea of where we are going in and can rush up his rearward concentrations of troops to meet the forthcoming threat from seaborne invasion forces.

If we use the second method—commandos and paratroops going in immediately before our main land forces—everything hinges on our maintaining the element of surprise. At Dieppe we had it only in one sector, and through losing that element of surprise on the left flank the shore batteries and forts there were never silenced.

These forts that Hitler has in his Atlantic Wall must be put out of action—and early in the proceedings. Commandos can do it.

Can our bombers be as effective against them? The propaganda photographs published of the Atlantic Wall forts claim that they are bombproof. Those we saw at Dieppe were certainly formidable looking propositions. They were square and some thirty or forty feet high, and the bare white concrete of the outside walls was broken only by narrow chinks which were the gun apertures. Though, of course, they are proof against small arms and mortar fire, my view is that direct hits by our eight-thousand pound bombs would have the desired effect on them.

Whether it is done by bombing, shelling from the sea, or by commandos and paratroops using sneak methods, there must be a softening-up process before the main body of our troops goes in. While that is being done the main land forces are being transported across the Channel. The minefields along the enemy coast, though a danger, are not the stumbling block they might seem. Our system of minesweeping is so good that paths will be cleared effectively and quickly for our ships and invasion craft. This is borne out by the experience of Dieppe. Though it took the hundreds of ships that were used in that operation over an hour to pass through the minefields not a single vessel was destroyed or damaged by a mine.

Once on the beaches, our first obstacles are mines of another sort—those set in the sand. That is something we weren't worried with at Dieppe. I remember after running up the beach and taking shelter under the sea wall, the thought occurred to me about mines . . . why there hadn't been any. I made enquiries and learned that it isn't possible to lay mines in pebbly beaches because the waves move them around among the stones and explode them. However, not all the beaches are pebbles as at Dieppe, so that is going to be something to contend with when we go in.

We learned a lot of very useful lessons at Dieppe—but so did the Germans. One thing that was brought home to them was that for effective defence along their coastline the houses right on the shore would have to be cleared away. On the raid we were able to get up off the beaches and take up good positions among the empty houses and hotels. Though they knew we were there, the Germans couldn't get at us.

So now they're feverishly pulling down all the shoreline buildings along the coasts. By demolishing the buildings and clearing a way they have exposed stretches of open ground above the beach, which will mean that our men are in plain view and open to cross-fire as they dash off the beaches and make for the first available buildings.

(*Continued on page* 12)

Bigger and Better War Exhibition

Features of Show to be held in Madras

WAR SERVICES EXHIBITION.—A section of the crowd watching a recent demonstration by anti-aircraft and other guns, at Trichinopoly.

The biggest show of its kind on earth. That is how the War Services Exhibition has been rightly described. Certainly no free entertainment on this large scale exists in any part of the world. And entertainment is only casual; the real value of the Exhibition is the education it imparts to masses of people without distinction of age, sex, colour or creed.

The Exhibition will be opened in Madras at the Island Grounds by His Excellency the Governor on Friday, August the 27th, and will last for ten days. This will be the fifth of a series which started in Delhi in March and has since visited Bombay, Bangalore and Trichinopoly. The average attendance figure is 50,000 daily, and it is estimated that over twenty lakhs of people have already visited the Exhibition.

Bigger, brighter and better than the four Exhibitions which have gone before, the Madras show will boast all the usual features—tank battles, gun duels, bridging operations by Indian Engineers, aerobatics, and a host of other spectacular demonstrations. There will again be displayed a variety of equipment, Allied and enemy, including aircraft, barrage balloons, tanks and guns of every description, naval armaments and models of warships, together with a complete reconstruction of the forepart of H.M.I.S. *Bengal*, complete with bridge and 12-pounder gun.

The Technical Training Scheme will again be represented by a large workshop erected by the Labour Department, in which trainees will be shown actually producing trade test work. Local industries, the Red Cross, the W.A.C. (I) and W.V.S., the National War Front and "Grow More Food" will all be represented.

Many new features have, however, been included in the Madras Exhibition. Chief of these are a battle-scarred Blenheim bomber, a veteran of the Battles of Britain, Malta and Burma; a bombing demonstration by aircraft flying in "pattern" formation; Combined Services operations; "deep-sea" diving; and a riding, jumping and tent-pegging display by His Excellency the Governor's Bodyguard. Two military bands will be in attendance daily, and there will be a cinema, located in the spacious auditorium specially erected by the National War Front.

A show like the War Services Exhibition has never before visited Madras. It will not only educate and entertain; it should lead many people on the road to an assured future, peace and prosperity.

SUCCESS OF R.A.F.'S MASTER PLAN

THE R.A.F.'s present successes are due not only to the fact that Britain pioneered a new conception of air power as an aid to economic blockade but equally to the accurate and meticulous preparation since 1939. Having conceived the aerial campaign against the structure of German war production and invented planes with sufficient bombing power to cause permanent damage, the next question was clearly the choice of targets yielding the highest returns. It was known that in basic raw materials and manpower German resources were already so strained that in 1939 men worked on an average 49·6 hours a week, and the naval blockade would add to the labour strain by diverting over 1,000,000 workers to extra food production alone while the R.A.F. diverted a further 2,000,000 to anti-aircraft defences, full-time civil defence and rebuilding—hence labour shortage would impose still greater stress throughout the German war machine. Direct air attacks might turn the stress into rupture at three keypoints: arms production facilities, transport, and civilian production.

ARMS PRODUCTION

Germany's inherent weakness was the fact that two-thirds of her hard coal, coke, pig iron and steel was concentrated in 600 square miles of the Ruhr, on which the German army depended for 50 per cent of its entire equipment. Moreover, the Ruhr concentration was closest to the R.A.F. bases, so that large bomb-loads could be carried. There was also the fact that German war industry could not be dispersed from the Ruhr. For these reasons the R.A.F. pioneers in 1939 selected the Ruhr as the main target for the British bomber offensive.

But the R.A.F. Command also knew that the British naval blockade, by cutting off vital raw material supplies, would impose further strain on the German arms output. Plans were therefore made for the R.A.F. to exploit these additional weaknesses.

For example, the Navy cut off 80 per cent of Germany's pre-war oil imports. Therefore the R.A.F. planned to bring the shortage to a head by attacking oil stocks and refineries. Again, the Navy cut off 35 per cent of Germany's pre-war molybdenum supplies, making her almost entirely dependent for irreplaceable steel-hardening metal on the Knaben mines in Norway. A single R.A.F. attack on March 3, 1943, robbed Germany of these supplies for ten months. By cutting off all raw material imports, the Navy forced Germany to divert 35 per cent of her entire electric power supply to the synthetic plants. The R.A.F. planned to narrow the resulting bottleneck even further by attacking the power plants.

ATTACK OF TRANSPORT

Germany's two inherent weaknesses in 1939 were the shortage of locomotives and waggons and the fact that her production capacity was concentrated in eight factories. The R.A.F. planned to bring this shortage to crisis proportions by attacking locomotive factories and trains, but the programme was postponed owing to other demands until August 1942. At the same time R.A.F. fighters launched their train-busting offensive.

But the R.A.F. Command also knew that the naval blockade, by drastically reducing German sea and road transport (the latter by blocking oil) would throw a tremendous additional strain on railways, which carried 76 per cent more freight in 1941 than in 1938. Therefore additional plans were made in 1939 for the R.A.F. to increase this strain to breaking point with attacks on marshalling yards and communication centres. This plan was implemented in 1940 with 130 attacks on Hamm, Soest and Schwerte while attacks on communication centres were launched in June 1941, with attacks on Aachen, Muenster and Cologne.

CIVILIAN PRODUCTION

One of Germany's weaknesses was that production for civilian consumption had been reduced to the barest minimum and there was no source from which bombed-out production could be replaced except war production. Hence the R.A.F. Command saw already in 1939 that destruction of civilian consumption goods would compel Germany to withdraw materials and labour from war production to fill the gap. Implementation of this part of the R.A.F.'s offensive plans had to wait until the bomber strength was sufficient for a major assault on large centres of German industry. This assault was launched early in 1942 just after Germany had introduced further cuts on civilian production. The result was that the cuts were restored on October 23, 1942, with an emergency programme of 200,000 articles.

Thus it is seen how relentlessly the R.A.F. has followed the master plan laid down in 1939, and the amazing accuracy of this plan to-day is justified by the results achieved. Thus the attack on arms production facilities brought the Ruhr steel output down in 1942 at an annual rate of 1,250,000 tons, and coal at an annual rate of 20,000,000 tons. Transport offensives robbed war factories of key metal workers who were diverted to additional locomotive construction. In civilian production household articles competed with arms for available raw materials. The net result of these R.A.F. victories has been a fall in German arms production as a whole since January, 1942.

The Air Ministry sums up the success of the 1939 plan as follows: "In every sphere the R.A.F. attacks accentuated every unfavourable factor, wearing down workers, destroying plants and stocks, and creating at the same time demands for more labour and material for building and consumer goods. The results achieved by this carefully planned offensive on the German industrial and economic systems are very great. If the attacks are maintained and intensified, the effect may well be catastrophic in 1943."

AND NOW WE GO INTO EUROPE

(Continued from page 10)

CASUALTIES WILL BE HIGH

Casualties are going to be high, even before we are well ashore and can come to grips with the main body of German defensive troops way back from the coast. The casualties will be heavy because this type of military operation is the most hazardous of all—assailing strongly fortified positions from the sea.

But there is a point to remember in this regard. At Dieppe the figure of casualties was in the region of sixty per cent. When we invade, nothing like such a high figure will be likely. The Dieppe operation involved withdrawals as well as landings, and it was in coming away that we suffered most of our casualties.

I was taking to General Crerar, Canadian Corps Commander, about this and he told me that an operation such as that at Dieppe, in which there is a landing and withdrawal, is ten times more difficult than one where there is only the landing. Had Dieppe been the spearhead of following invading forces, many of the men who lost their lives getting off the beaches would have stayed where they were ashore and carried on the fight.

As we get our bridgehead established and start tangling with the Nazi ground troops inland, it is worth remembering that the German defenders are going to have around them and behind them vast numbers of anti-Nazis who have been waiting a long time for this chance to rise up against them.

It is reasonable to suppose that those thousands of the underground movements in Europe are not merely organized among themselves, but that the Allied Governments in Britain and our military chiefs of staff have definite plans worked out as to how the active co-operation of these people will be co-related and fitted into our tactics.

We recently got an insight into how much alive the Germans are to the menace that the underground is going to be to them. We got wind of the Germans organising fake commando raids at points on the coast to see whether the local people would show signs of co-operation. The interesting thing about this is that these fake commando raids were planned by the Germans not so much to find out who would co-operate, but how they would co-operate. They were trying to get a line on the methods that are going to be used to utilise this tremendous underground army to the full.

So there the Germans sit behind their Atlantic Wall of fortifications and wait.

"MODERN WEAPONS OF OFFENCE ARE VASTLY STRONGER . . ."

I'd like to finish by quoting something that a well-known statesman said about fortifications. He said it ten years ago on May 16, 1933, the year that Hitler came to power: 'Modern weapons of offence are vastly stronger than modern weapons of defence . . . forts, trenches, wire entanglements, coast defences—in a word, fixed fortifications—are no longer impregnable to the attack of war planes, heavy mobile artillery, and land battleships called tanks.'

The man who said that was Franklin D. Roosevelt. How right he has turned out to be. This war has proved—from the Maginot Line to the Mareth Line—that static fortifications, however strong, will not stop a modern army.

I can't see any reason to doubt that when we come to assail Hitler's Atlantic Wall, President Roosevelt will be proved right yet again.

Hello Adolf!
When are you joining me?

SICILY: TRIUMPH OF NIGHT FIGHTING TACTICS

By A. J. McWHINNIE

BRITAIN'S new naval tactics, which led to the triumph of the seaborne invasion of Sicily, have surprised many text book strategists. Studying the trend of sea war from inland capitals, they have not been aware of the tremendous progress in training and scientific developments and their observations and comments have been based on out-of-date theories.

In some quarters the view has persisted that night naval action is undesirable and a matter of luck in which gunnery and efficiency must be thrown to the winds. That view was widely held in the 1914–18 war in fact Admiral of the Fleet Lord Chatfield has admitted that night fighting was among the least efficient factors in the Royal Navy of that time. He and others urged the necessity for concentration on night fighting training for the Fleet on the British Admiralty, and gradually the old naval motto, "Day action only", was discarded as old fashioned and out-of-date.

FLEET AIR ARM'S BIG PART

For 10 years before this war began, British battleships with their cruisers, and destroyer escorts were undertaking night fighting exercises against the possibility of any sea war to come. Many of those night action exercises were actually staged in the Mediterranean. The 1941 Battle of Matapan, in which the daring and skill of the British Navy coupled with co-operation of the Fleet Air Arm inflicted a grievous defeat on the Italian Navy, was fought at night. Three Italian heavy cruisers and two destroyers were sunk apart from damage to other Italian warships, including a battleship.

The battle of Matapan has already gone down in history. It was significant because it was the first instance where naval air-craft directly influenced fleet action by slowing up a faster fleet in flight.

EFFECT OF MATAPAN

But Matapan was also the chance for which the Royal Navy had been waiting to test the value of those 10 years of concentration on night fighting training.

I wrote at the time that Matapan would actually have distinct influence on the whole future of the war in the Mediterranean. The present inaction of the Italian fleet—even in the crisis of Sicily—does lend support to the theory that the Italian fleet is still not ready—or prepared—to venture out against the possibility of an engagement. Not once since the Battle of Matapan in 1941 has the whole Italian fleet come out into the open.

There was an isolated occasion when an Italian *Littorio* class battleship with cruisers and destroyers came out bent on interfering with the passage of a Malta convoy. The laurels of victory went to the inferior but skilled and determined British cruiser force.

Just a few days ago, the greatest armada in history was assembled at night around the Sicilian Narrows awaiting the signal which would precipitate nearly 3,000 ships on Sicily. But there were no Italian battleships there to interfere and it is known that U-boats—mainly Italian—were thrown in action in a belated attempt to make good their failure to intercept a single ship among the initial invasion forces, but the insouciance with which British warships have been steaming close to the shore to bombard Italian position is an index of their confidence in Allied anti-submarine units.

ALLIED ADMINISTRATION OF SICILY

JUST a week after the first landings in Sicily, Allied forces hold so much of Italian soil and are so confident of the firmness of their grip that they have found it necessary to install a complete organization for civil administration of the conquered territory, headed by Lord Rennell of Rodd, who will work under General Alexander as Military Governor.

The progress of the system, as further advance of the Allied arms extends the frontiers of its responsibilities, will be watched by the world as the first adumbration in action of Allied policy for filling the void that will be left when totalitarian despotisms have been overthrown. Its methods will evidently afford no precedent for those to be adopted when the time comes to set free those of the United Nations which have been enslaved by the Axis; for Italy, notwithstanding the obvious relief with which many Sicilians have received the invading army, remains an enemy country and must be treated as such.

The administration has been created under military control and for military ends. Lord Rennell and his staff, however, will no doubt set to their task from the beginning with an eye to the time when they can begin the gradual transfer of their powers to Italian, though never to Fascist hands. Subject only to their duty to see that the military cause of the alliance is not imperilled, the object of their administration must be a system that will take account of the Italian character and give not only at present a good order, but opportunity to lay the foundations of the future.

In assuming powers of sovereignty over the territories he controls, General Alexander has already asked subordinate Italian officials to remain at their posts; and, no doubt, encouragement will be given to Italians at higher levels of administration, especially in filling the gaps left by the local dissolution of the Fascist Party which has been decreed. If this administration is to have a chance of becoming the nucleus of Italian political reconstruction, the danger to be avoided is that of imparting a quisling taint to those Italians who are willing to serve it. It is not difficult, however, to maintain a clear principle of differentiation between Allied and Axis systems.

The United Nations seek no "collaboration" after the discredited pattern of Vichy. So long as the Fascist Government continues to exist, there must be a sphere of activity in occupied regions determined by strategical needs within which Italian officials like private subjects must simply obey Allied orders. Over the remaining field of administration strictly limited as at first it may have to be, they may be left free to act in ways suitable to the local tradition and custom. If such principles are applied, Italians taking part in the administration of "Amgot" cannot justly be reproached with disloyalty to their country even while it remains in the war.

CRACK LONDON ACK ACK BATTERY IN SOUTH INDIA

STATIONED somewhere in South India is a crack battery of London Territorial gunners with an impressive record of service in Britain and Madagascar.

Formed in the early 1920's as part of the 52nd Regiment with Lord Nuffield as Colonel-in-Chief, and known as the "Selfridge" battery from the large number of employees of that great London Store who joined it, the battery was the first to be trained for anti-aircraft gunnery.

Fully mobilised in 1939, it received its "baptism of fire" while sited at the East India Docks during the London "blitz." Time and time again the battery site was blasted, but somehow kept its guns firing, though hutments, kitchens, and quarters were gone.

One fierce night alone the guns threw up over one thousand heavy calibre shells. After the raiders had been driven off the battery Captain W. J. S. Fletcher, led a party to clear unexploded bombs, put out fires, and guide vehicles. He was awarded the M.C. for his work.

After a short spell of service at Cardiff, where the battery arrived in time to help in the South Wales attacks, it was sent out overseas with the assault troops to Madagascar.

The battery took up an unusual role when it was ordered to take over a Vichy coastal battery after the shock troops had carried it, and trains the guns the other way to cover the advance.

BRITAIN'S AERIAL ECONOMIC BLOCKADE

THERE is a wide difference between the British conception and the Nazi idea of air power, and the position to-day shows which one is better.

From the moment Britain declared war on Germany, Hitler knew that his primary aim must be the conquest of Britain. "Where Napoleon failed I shall succeed," Hitler had told Rauschning already in 1934, "because aircraft have turned the surface fleets into obsolete play-things—the day of Britain's might at sea is past." But, seeing the immense resources that Britain could mobilize, if given time, Hitler also knew that the only hope of conquering Britain was to do so quickly—and the only decisive method of rapid conquest was occupation by the ground forces, that is, invasion.

Hitler thought that he could gain a quick victory on land by designing the Luftwaffe as an additional attack weapon for the army; and hence he mass produced three main offensive types—for close support, the Junkers-87 dive-bomber; for troop carrying, the Ju-52 transport; and for preparing the army's advance, the Ju-88 bomber with a range of 800 to 900 miles. Because he knew that the army's follow-up for the occupation of towns must be swift, Hitler gave the Ju-88 5,720 pounds of bomb-load, sufficient to cause only very temporary dislocation. And with swift ground advance against weak Allied air and land forces in France this policy proved successful.

ANOTHER KETTLE OF FISH

When Hitler applied the same tactics in the Battle of Britain in 11 weeks' daylight attacks the R.A.F. fighter strength held the air and prevented the German invasion army from sailing; hence the British A.R.P. and transport organizations were fully able to keep abreast of the temporary dislocation caused by the Ju-88s and four other types of German bombers with equally light bomb-loads. Then, having failed to see the possibility of using air power independently from the army, and having no heavy bombers designed to cause permanent dislocation and pave the way for invasion at leisure, Hitler switched his medium day bombers to night bombing, for which they were never designed, solely as terror tactics which might, as a last hope, break British morale.

The fact is, in the words of the American aeronautical expert, Major Alexander Seversky, that "German vision and audacity failed to go far enough; the seven years of Nazi concentration on aerial preparedness has ended in a fiasco." The conception of air power turned out to be merely air support, that is, land weapons. And Hitler failed because, just as Napoleon tried to conquer the sea by land, he tried to conquer the air by land. As a result Hitler, unlike Napoleon, is faced to-day not only with the British naval blockade but with the additional weapon forged by the R.A.F.

R.A.F.'s LONG-TERM POLICY

Britain, however, had not only clearly understood the mistaken nature of the Nazi conception of air power but had for four years been designing the R.A.F. for precisely the opposite purpose. She knew that against the fully mobilized Nazi aggression she may be on the defensive for some time until the resources of the Commonwealth had been fully marshalled; hence army dive-bombers for land attack were useless in the initial stages of the war. While she was mobilizing for the final land battle, Britain knew from experience of the Napoleonic and Great Wars that Hitler would be exhausted for his Waterloo by the British naval blockade. Therefore, to increase this exhaustion to the maximum, Britain invented the revolutionary conception of aerial blockade—"the idea," to requote Seversky, "was to take control of the skies, and thereby establish a three-dimensional blockade of Germany wrecking the victim's interior life-lines after the naval blockade had cut him off from the outside world."

The difference between this British conception and the Nazi idea of air power is best shown by the fact that only one-fifth of Germany's war strength (measured by man-power) is engaged directly on the battle fronts while the remaining four-fifths is bound up in the war machine inside Germany itself. Hence had Britain accepted the Nazi idea of air power, the R.A.F. would have been designed precisely like the Luftwaffe to attack primarily only one-fifth of German war strength at the fighting fronts. But Britain saw clearly that any damage to the German war machine was bound to affect adversely Germany's capacity to maintain her vast forces on land, at sea and in the air, and therefore built the R.A.F. to attack four-fifths of Germany's war strength bound up in her internal economic structure. In this way the R.A.F. could supplement the navy in sapping German strength for the final battle on land when Britain had fully mobilized.

BRITISH CONCEPTION OF AIR POWER

With this conception of air power as an economic blockade weapon, Britain embarked before any other nation in the world on a large-scale foundation of a heavy bomber force: the Sterling, the Halifax and the Lancaster.

It is worth recalling that the British conception of air power as an economic weapon to undermine German resistance was even in 1940 still considered so revolutionary that not only Hitler but the French General Staff equally failed to understand it. The French General Staff viewed with the greatest misgiving any plan whereby bombers were to be used for attacks on German industry. In their opinion, the main, indeed, the only, use to which a bombing force should be put was to extend the range of artillery supporting the armies in the field. The fact is that France merely shared the worldwide view of air power at that time. The Russian air force (under the Army Command) was estimated in 1940 as consisting of only 25 per cent medium and heavy bombers, of which only two types were four-engined. The Japanese air force (under the Army and Navy Commands) consisted numerically of 50 per cent Army and 50 per cent Navy planes, with only one of the 19 bomber types being four-engined. The United States built two four-engined bomber types (the Fortress and the Liberator) for daylight precision attack only, although 1941 types numbered 15 while the air forces were left to the Army and Navy Commands. Of the first-class powers Britain alone set up a wholly independent Air Ministry to plan air attack on the enemy's war machine as a whole.

SMALL NAVIES AID ALLIES

By HARRY VOSSER

THE navies of the smaller Allies fighting with the United Nations have a total of 220 vessels and nearly 27,000 officers and men operating under the flags of their respective countries. In just over one year these navies have been increased from 170 fighting ships and 15,000 officers and men to their present strength.

The composition of the smaller Allied navies was stated recently to be:

	Ships.	*Men.*
Fighting French	49	6,150
Norway	53	5,100
Netherlands	63	6,850
Poland	12	2,600
Greece	33	5,450
Yugoslavia	3	200
Belgian section of the British Navy.	7	350

During the past 20 months these Allied navies have been replacing many of their older ships by up-to-date ones.

For most of the Allies the manpower problem is difficult; for such of their scattered nationals as can be collected there are competing claims by the army, air force and merchant service. The Allies have provided 2,300 officers and men as gunners for their own ships, the rest being supplied by the British Navy.

The fleets include cruisers, destroyers, submarines, corvettes, light coastal craft and minesweepers, working in full co-operation and under the same operational control as the British and American naval forces. The ships have reached a high level of efficiency and are worthy additions to the fighting strength of the United Nations.

In operations off the Norwegian coast, in the Channel and in the Battle of the Atlantic, as well as in the Far East, they have had successes and losses.

British decorations awarded to Allied naval officers and men are 159 in number. They include 24 Distinguished Service Orders, 57 Distinguished Service Medals, 48 Distinguished Service Crosses. Men of the Allied merchant navies have been awarded 134 decorations.

About 100 of the larger ships carry a British naval liaison officer whose duty it is to interpret signals, advise the captains on procedure and customs, and to see that their requirements for stores, ammunition, uniforms, etc., are met. In London there is a central staff of liaison officers at the headquarters of each of these Allied countries-in-exile.

—*New York Times.*

BRITON WHO INVENTED POWER-DRIVEN FLYING MACHINE

By J. E. HODGSON, HON. F.R.AE.S. (*Hon. Fellow and Librarian of the Royal Aeronautical Society, and author of " History of Aeronautics in Great Britain," etc.*)

IT is just 100 years ago since a British Engineer, W. S. Henson, designed and patented his " Aerial Steam Carriage." Henson's patent specification revealed the first design ever produced, in Britain or any other country, for a full-scale power-driven " aircraft." Although it was never constructed as a full-scale heavier-than-air machine this far-seeing patent of a British experimenter became the basis for another notable step in the progress of aviation.

At the time when Henson envisaged flight with a power-driven aircraft a Bill was presented to the British Parliament to promote an " Aerial Transit Company." The intention of the company was " to convey passengers and troops to China and India in a few days."

These two events took place a century ago, but they are important landmarks in the progress of British aeronautical development. Remote as they are from the streamlined planes of to-day, they illustrate the weight of British research which lies behind the achievements of the R.A.F. in this war.

EARLY EXPERIMENTS

William Samuel Henson is believed to have been born in Leicester in 1805, but beyond that essential date little is known of his early life. In 1820 he was living in Chard, and having shown mechanical ability of an inventive character, he took out a patent in 1835 for improvements in bobbin-net or lace machinery, as his father had done before him.

How he became interested in aeronautics is also unknown, but it is on record that in 1840 he was making experiments with model flying-machines, while a year later he was granted a patent for improvements in steam-engines. These improvements were in the nature of novel types of boiler and condenser, doubtless designed to provide an engine of high power weight ratio, which Henson realized was essential to the success of his flying-machine. By the autumn of 1842 he had completed the patent specification of his " Aerial Steam Carriage," for which, as " the true and only inventor "—to quote the official phrase—he was duly granted a patent (No. 9478, March 29, 1843).

REMARKABLE DOCUMENT

Henson's patent specification, with its accompanying detailed drawings, is a remarkable document in the annals of mechanical flight—the more remarkable, perhaps, in that it was produced at a time when to take any interest in flying was to be thought either a fool or a knave. It revealed nearly all the features essential to that type of flying-machine known, at a later date, as an aeroplane.

The main structure comprised rigid wings, built up of wood, with main and secondary ribs, the whole covered above and beneath with varnished fabric. These wings had a span of 150 feet from tip to tip, and were 30 feet in depth, the total supporting surface—including a " second tail " or elevator—being 4,500 square feet. In order to strengthen the large span of the wings, Henson provided wing-post bracing, the struts and wires of which were to be of oval section in order to reduce the factor of resistance. Beneath the centre of the wings was a " car " or fuselage—in the manner of the modern mid-wing monoplane—in which was housed a light-weight steam-engine of 25/30 h.p., driving two " pusher " propellers of 10 feet in diameter.

The car was also intended to afford space for the crew, as well as passengers, goods and mail. Steerage of the machine was to be by a vertical rudder, while a " second tail "—fan-shaped and horizontal—was to serve the purpose of an elevator. Finally, take-off and landing were to be facilitated by means of " tricycle " landing wheels, quite in accord with modern practice.

Such, in brief, was Henson's design of 100 years ago—a design sound in the main both as to the scientific and mechanical principles on which it was based. It is not to be wondered at that the possibilities of this novel invention attracted the attention of a small group of company-promoting type, who proposed to exploit the project by floating an " Aerial Transit Company."

PROPHETIC JEST

It was in connexion with this speculative scheme that the Bill was presented in Parliament by a well-known Member of the House, and read a first time, doubtless to a chorus of ironic laughter. But it got no further, and having been dropped, it gave rise to a universal belief that the whole affair was a mere stunt. From an attitude of ill-informed optimism and wonder press comments became cynical and derisive, and this " marvel of the age " became the subject of pictorial caricature and doggerel verse.

But the writer of the couplets:

> It matters not, I understand, whichever way the wind is,
> They'll waft you in a day or so right bang into the Indies!
> Or you may dine in London now, and then, if you're romantic,
> Just call a ship and take a trip right over the Atlantic!

would be surprised, if he were alive to-day, to find that his prophetic jest had become an accomplished fact.

ANOTHER ENTHUSIAST

It is only fair to Henson to add, that while the general atmosphere of failure prejudiced the mechanical merits of his design, he is not known to have taken any personal part in the financial scheme, or made any money from it. On the other hand, although it was not possible, for financial and technical reasons, to construct his " aircraft " on a large scale, it is more definitely to his credit that he was not discouraged.

Indeed, with the help of his friend, John Stringfellow—a fellow enthusiast in the cause of flight, who also lived in Chard, and who in 1848 earned the high distinction of being the first man to demonstrate that a small model could support itself in the air when driven by steam power—he continued to make further experimental models. About the time of Stringfellow's notable success, Henson, having doubtless exhausted his resources, gave up his aeronautical endeavours and in 1849 emigrated to America, where he died in 1888.

But while Henson's pioneer work, particularly his first composite design for an " aircraft," doubtless emanated from his own brain, backed up by model experiments, there is good reason to believe he was largely indebted to his elder contemporary, Sir George Cayley—as Henson justly addressed him, the " Father of Aerial Navigation."

Cayley, a Yorkshire gentleman with great ability of a mechanical and inventive kind, had carried out in 1804 the first experiments ever made in aerodynamics as applied to mechanical flight. These he followed up, over a period of many years, by experiments with large gliders, and as the result of his endeavours which he published from time to time, he was able to lay down the basic principles of mechanical flight.

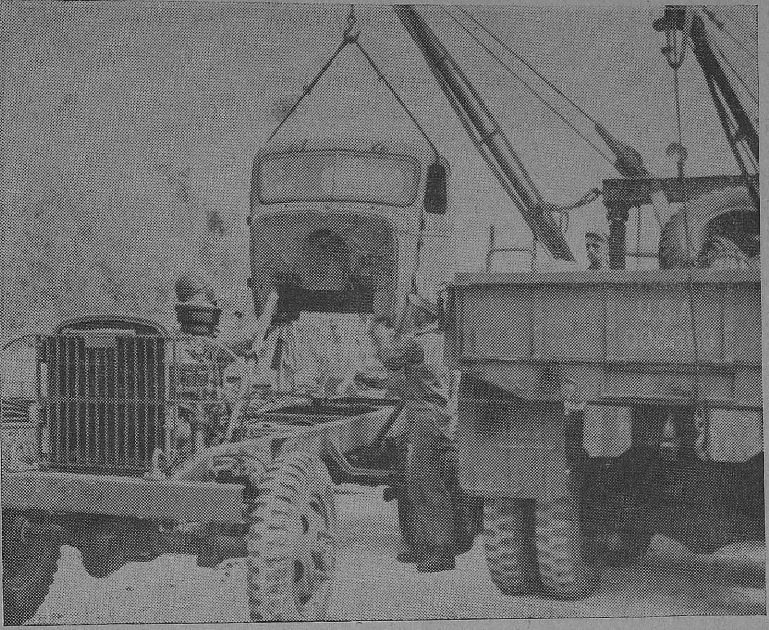
It is not known whether Henson ever met Cayley, but there is in existence a letter he wrote to Cayley, in which a strain of deference suggests he was aware of the importance of Cayley's work in aeronautics. In his reply Cayley welcomed Henson's zeal in the cause, but warned him that there was need for more experimental work. " A hundred necks," he added, with prophetic appreciation of the problems of control, " have to be broken before all the sources of accident can be ascertained and guarded against."

As a matter of fact Cayley was not aware that some important research work in connexion with Henson's project had been undertaken in 1843, by John Chapman, a civil engineer of Loughborough. Chapman's papers which afford an interesting though incomplete record of his experiments in aerodynamics—some of which were carried out in collaboration with Henson—have only recently come to light. But studied in conjunction with Cayley's earlier work, with Henson's own endeavours, and with the later flying models of Stringfellow—the whole covering a period of nearly 80 years between 1800 and 1878—the work of these four British pioneers goes far to justify the claim that the aeroplane is essentially a British invention.

LOGIC

A trainee at a school for parachute troops approached his instructor after a lecture and asked: " Suppose the parachute doesn't open ? "

" That," snapped the sergeant, " is called jumping to a conclusion ! "



UNITED STATES OUTDOOR ASSEMBLY LINE IN PACIFIC TURNS OUT VEHICLES IN THREE HOURS.—A winch truck lifts the cab of a United States Army truck while American soldiers guide it into place near the end of an outdoor mass production assembly line established on an American base in the South-west Pacific. United States Army mechanics assemble trucks, jeeps, ambulances and weapon carriers, ready for action, in three hours through the use of codemarks, placed on each part of the equipment before it is shipped from the United States.

JAPANESE BRAND IS FASCISM WITHOUT A FUEHRER

By DAVID SCOTT

'BY their deeds ye shall know them.' This good and simple rule justifies the inclusion of Japan in any survey of contemporary barbarism. Whether they call themselves Fascists or not, the Japanese militarists must answer for their crimes alongside Mussolini, Hitler and company. Systems are judged by their results. On their record to date the rulers of modern Japan must be making the less efficient Western dictators green with envy.

I need hardly remind you of the samples of unbridled militarism in action that we have had from Japan in the last eighteen months. Pearl Harbour was a perfect specimen of the Fascist art of total war. And it wasn't the first time the Japanese had played that trick. Treachery raised to the *n*th power is the final resort of all dictatorships. The harder and dirtier the initial blow, the better the dictator's chances—or so he thinks.

Pearl Harbour put the best efforts of the European gangsters—Mussolini's attacks on France and Britain, then on Greece; Hitler's unprovoked attack on Poland—right in the shade. For sheer violence and duplicity it holds the top place in the record. But Pearl Harbour was only the culmination of a long series of experimental outrages.

The Japanese tried out the technique of provocation before any of their European imitators. Their invasion of Manchuria had for its pretext an outrage attributed to the Chinese but really committed by one of the leaders of the Japanese young-officer clique, General Doihara, who blew up the railway tracks at Mukden. Then there was the sinking of the U.S.S. *Panay* when the Japanese attacked Nanking. That was the work of another extremist officer, Colonel Hashimoto. Both these men now hold high positions in Tokyo.

Do you see much difference between affairs such as the Mukden incident, the bombing of the *Panay* and finally Pearl Harbour and exploits such as Mussolini's shelling of Corfu and Hitler's bombing of Guernica in Spain? I see none at all. If there is a difference, it is only that Japanese preparations were more secret than those of the European dictators; and their blows, when they struck them, were more shrewd. The Japanese have always been efficient slaughterers.

THEIR CLOCK STOPPED LONG AGO

The Japanese Fascists and militarists have no need to 'put the clock back' in their country, for the simple reason that the Japanese clock stopped long ago. Japan has never been a true Democracy or anything like one. A hundred years ago she was a medieval State governed by one dominant clan and severely cut off from the outside world. Those depots, the Japanese Shoguns, were so afraid of civilising influences that they forbade their subjects to travel and even prohibited the building of ships that could go overseas. A human darkness unequalled in any corner of the globe was for centuries the distinguishing feature of the Land of the Rising Sun.

The Shoguns were the first to invent autarky, now so dear to Fascist economists. They prohibited foreign trade and kept up a closed economy which, in practice, meant grinding poverty for the masses. Apart from that, they maintained themselves in power by exactly the same methods as Hitler and Mussolini in our time: only they were more thorough.

Not only was no Japanese allowed to go abroad, he couldn't even go from one place to another in his own small country without showing a passport and complying with a host of regulations. The Shoguns even invented an internal system of hostages to keep the big landowners under control. They were compelled to spend part of their time on their estates each year; but, when they left the capital, where they carried on their profiteering activities, they had to leave their wives and families behind as hostages for their good behaviour.

Three centuries ago the Japanese despots perfected a system of police government only rivalled by Himmler since. Their spies were everywhere; the Gestapo would have found in seventeenth-century Japan a perfect model. 'Preventing dangerous thoughts' was then, and still is, one of the official functions of the Japanese police.

The society over which this terror-system ruled was organized on the strictest lines of class-cleavage, and still is. The fundamental distinction was between the Samurai, or warrior class, and the workers on whose toil they lived. Among his other privileges, a Samurai had the right to cut down a mere worker with his sword if the worker showed any lack of due humility.

Every detail of every individual's life, from the cradle to the grave, was controlled by endless and rigid regulations which he broke at his peril. How he was to behave, what clothes he was to wear, what he should eat, what ceremonies and sacrifices he must perform, how he should earn his living, what were to be his relations with those around him—none of these details was left to his private choice. The rights of the individual were unheard of. Every Japanese citizen was a duly appointed

cog in an absolutely merciless machine, controlled by forces beyond his ken. You see my original definition of Fascism coming true once more? Denial of liberty and social progress, enslavement of the individual by the state, naked force as the basis of all government—all these conditions have existed from time immemorial in the Japanese Empire.

None the less, the growth of freedom in Europe did at last produce waves of unrest in this benighted land. Only about fifty years ago, revolts and disturbances became so ominous that the ruling powers had to give the country the semblance of a Democratic constitution. But only the semblance, not the real thing. The Government could always fall back on the supposedly divine authority of the Emperor to enforce its will. In any case, the new parliamentary system was carefully designed to have no real power.

The Japanese House of Representatives was set up in 1890. It has never had any authority, for the simple reason that its ministers are not responsible to the Japanese Parliament. They are not even responsible to the Prime Minister or to each other. They are responsible only to the Emperor; and in vital matters, such as defence, the individual minister refers directly to the Throne. The Emperor's decision on any subject is final; he is the Son of Heaven and his word is law.

More important still, the Minister of War *must* be a general and the Minister of Marine *must* be an admiral; no civilian can hold these posts. It follows that no civilian Prime Minister can control these men. And because they are nominated by the Services, the Ministers of Defence are always under the thumb of the secret military societies that are the curse of Japan. Of these, the young-officer clique, whose ideas are now based on the principles of militant Fascism, is the most prominent.

Such a state of things explains the eclipse of the wretched Japanese Liberals, who achieved some prominence for a time. It also explains why Japanese foreign policy is totally subservient to military aims. Of course, there is always the Emperor, and one might think that his final authority could be used to counteract these influences. But, in fact, the Emperor is the prisoner of his own armed forces, as he was unpleasantly reminded seven years ago. The young-officer clique, led by the tireless Colonel Hashimoto, then staged a mutiny accompanied by a blood-bath for statesmen whom the Fascist officers found too moderate for their taste.

MILD DESCENDANT OF THE GODS

Hirohito, Son of Heaven, the 124th of his line, is, according to the Shinto religion, the direct descendant of the gods. His position is certainly unique. Personally he is a mild sort of fellow, chiefly interested in marine biology, on which he is quite an authority. Fishing up seaweed and studying the habits of jellyfish would be more in his line than sitting on the throne of the Sun Goddess. He is credited with Liberal inclinations, and it is said he disapproves of the extremists. But dictatorships, whether of individuals or of secret groups, have a short way with such scruples, even in the highest quarters. Pulling a fast one on the Son of Heaven is just child's play to them. They'll hand him a *fait accompli* in the best Hitler style.

Did you notice that Hirohito's edict declaring the state of war with Britain and the United States was issued two days *after* the attack on Pearl Harbour? That dastardly blow was prepared and struck without the Emperor's knowledge, just as the invasion of Manchuria was started without consulting Parliament or the civilian ministers or the Japanese Foreign Department. The same men—the Doiharas and Hashimotos—were responsible. Once the thing was done—once the state of war existed—what could the little spectacled Emperor do but toe the line.

And the Japanese-people: what do they make of all this? Are they blind to the tyranny that rules them; to the destruction it leads them to? Not at all. The more intelligent Japanese loathe the system. They frequently protest against it. But the only recognized form of protest against higher authority in Japan is to commit suicide, which really doesn't help much. And the people as a whole have been so conditioned to the state of under-dogs that they are powerless to shake off the collar.

Even religion in Japan has been for centuries the chosen instrument of militarism. What Goebbels does to his people through the press and radio, the Japanese jingoes do to their people through their shrines. Shintoism is really nothing but a military cult. It is unique among religions in offering no theory of a future state and having no moral code at all. It makes no appeal to reason or natural emotion. It inculcates rabid nationalism as the sovereign virtue.

It is called 'the way of the gods,' and with it goes Bushido, 'the way of the warior,' a code of conduct based solely on the conception of military hardness. We know what such codes lead to—the murder of captured airmen, the rape of captured women, the use of helpless prisoners for bayonet practice.

This Shintoism makes the Japanese the aptest people in the world—more apt even than the Germans—for blind obedience without a thought of individual rights. Their slavery to the State is as total as that of any people under Fascism. Far more so, in fact, for they have nothing else to remember, and their bondage begins when they first see the light. And that State lies at the mercy of a completely ruthless military caste.

Japan to-day is a Fascist totalitarian State as surely as Germany. Much more surely than Italy, where Fascism now shivers on the brink of retribution, or Spain, where the nation was bled white to establish Fascism. But this Japanese brand is Fascism without a Fuehrer—power exercised not by an individual but by an anonymous gang working behind the scenes, with an apparently all-powerful but really captive demi-god as their tool and cloak.

I repeat: 'By their deeds ye shall know them.' The deeds of the latter-day Samurai cry to heaven for vengeance. Their cruelty and bestiality far outdo the best efforts of the Hitlers, the Himmlers, and the Mussolinis of this world.

"LET US GET ON WITH THE JOB"

"Now let us get on with the job. Together with our American allies, we have knocked Mussolini off his perch. We will now drive the Germans from Sicily. Into battle with stout hearts. Good luck to you all."

—GENERAL MONTGOMERY'S *message to the Eighth Army on August 2.*

THE SETTING SUN: JAP NAVAL LOSSES

(From start of War to 30th July 1943)

Japanese naval losses are compiled weekly from United States Naval communiqués, as well as from reports issued by General MacArthur's headquarters. Because of possible minor duplications, which cannot be determined at the time reports are issued, the two totals cannot be accurately combined.

SUMMARY FROM NAVAL COMMUNIQUES.

Combatant ships.	*Sunk.*	*Probably sunk.*	*Damaged.*
Battleships	2	..	9
Aircraft carriers	6	1	7
Cruisers	25	4	47
Destroyers	74	20	62
Submarines	6	1	6
Tenders	1	1	4
Unspecified types	24	3	17
Total	138	30	152
Non-combatant ships	247	24	111

SUMMARY FROM MACARTHUR COMMUNIQUES.

Combatant ships.	*Sunk.*	*Probably sunk.*	*Damaged.*
Battleships	..	..	1
Aircraft carriers	1	..	2
Cruisers	11	..	21
Destroyers	21	3	24
Submarines	10	..	2
Tenders	2	..	..
Gunboats	4	..	..
Torpedo boats	1	1	1
Unspecified types	1	1	1
Total	51	5	52
Non-combatant ships	143	30	188
Unidentified	12	..	13

In addition to these ships reported as sunk, probably sunk and damaged by General MacArthur's forces, there are 252 miscellaneous small craft such as barges, fishing boats, etc., which have been "sunk or damaged."

WAR DIARY

BRITAIN AND GERMANY

29TH JULY.—Strong formations of United States heavy bombers attacked aircraft factories in central Germany including the aircraft factories at Kassel and Magdeburg. Over 60 German aircraft were destroyed.

Offensive sweeps were also carried out over the Dutch Coast, Zeebrugge and northern France.

American heavy bombers bombed Kiel and the Fockewulf factory at Oschersleben.

30TH JULY.—Aircraft of the Bomber Command attacked Hamburg in very great strength. Enemy airfields in Germany and France were also attacked. Two enemy planes were destroyed over the Bay of Biscay.

31ST JULY.—The port of Hamburg was in flames. Remscheid, the centre of German machine tool industry, was attacked. United States heavy bombers attacked the Fiesler aircraft plant at Kassel. German airfields in northern France were also attacked.

1ST AUGUST.—There was slight enemy air activity over the coastal districts of East Anglia. One German aircraft was destroyed.

Allied aircraft attacked enemy targets in northern France. Two enemy fighters were shot down.

2ND AUGUST.—It was reported that Dr. Goebbels had ordered the immediate evacuation of all school children and all non-essential adults from Berlin as a big raid by the Royal Air Force was anticipated.

3RD AUGUST.—Aircraft of the Bomber Command in great strength attacked Hamburg and other targets in north-western Germany. This was the 8th attack on Hamburg.

Mr. Churchill announced in the House of Commons that the United States Government were transferring 150 to 200 ships to the British Flag.

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UNITED STATES OF AMERICA AND ATLANTIC

29TH JULY.—In a broadcast to the United States on Wednesday (28th), President Roosevelt declared that the war would go on.

British sloops destroyed two U-boats in the Atlantic.

30TH JULY.—President Roosevelt warned neutral countries against giving asylum to war criminals.

31ST JULY.—United States diplomats in neutral countries conveyed President Roosevelt's request to their Governments that they should refuse asylum to Mussolini, Hitler, Tojo or any of their "gang" wanted as war criminals.

* * * * *

INDIA, BURMA AND CEYLON

29TH JULY.—United States airforce bombers bombed and sunk an enemy vessel near Tavoy island. The Japanese radio station on Diamond island and enemy installations at Kaingthaung island at the mouth of the Irrawaddy were also attacked.

31ST JULY.—Bombers of the United States airforce attacked enemy targets in Chank, Pintha, Myingyan, Meiktila and Meiaung. An enemy steamer docked at Chathan island and another ship near Rons island in the Andamans were bombed.

1ST AUGUST.—The Royal Air Force bombed Myingyan, an important railway centre on the Irrawaddy. Enemy occupied huts near Buthidaung were attacked. It was revealed that more than 650 rivercraft were damaged by the Royal Air Force in Burma last month; over 300 goods wagons of various types were also damaged.

2ND AUGUST.—The Royal Air Force bombed enemy objectives at Taungup and Akyab.

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ITALY, AFRICA AND THE MEDITERRANEAN

29TH JULY.—General Eisenhower, in a message to the Italian people, said: "We are coming to you as liberators. Your part is to cease immediately any assistance to any German military in your country. If you do this, we will rid you of the Germans and deliver you from the horrors of war."

Reuter's correspondent on the Italo-Swiss frontier wrote: It is reported that Italy is considering the peace conditions put forward by General Eisenhower.

According to a Madrid report, Sgr. Mussolini had been transferred for his own safety to the Royal Villa at Via Reggio on the Gulf of Genoa.

It was reported that German troops had moved to the Brenner Pass and taken complete control of Trieste, Fiume and Pola and were rapidly occupying the Istrian Peninsula.

The Seventh Army captured the towns of Pollina, Castelbuono and Gangi in Sicily. Fierce fighting continued on the Canadian sector of the front.

It was officially announced that 75,000 Axis prisoners had been taken in Sicily so far.

It was reported that the Italian fleet had been ordered to put to sea.

The Badoglio Cabinet decided to prohibit formation of any political party for the duration. Leading personalities of the Fascist regime were taken into custody.

Four Axis ships were sunk in the Aegean Sea.

30TH JULY.—The Rome radio said that the Italians were considering "with great understanding" the Allied peace conditions. "The whole Italian people is aware of the seriousness of the dilemma."

Communist processions took place and clashes occurred in Genoa. The troops in Milan were reported to have revolted.

Communist processions took place and clashes occurred internal conditions in Italy were rapidly deteriorating into a situation bordering on open revolution.

The American Seventh Army took Nicosia in Sicily. It was announced that so far 56,000 prisoners had been taken by Americans and 21,000 by the British and Canadians.

31ST JULY.—The Algiers radio broadcast a warning to the Italian people: "The lull has ended. Be ready—soon the air offensive will be resumed with all its violence."

It was reliably learned in London that nothing was known of any Italian approaches for Armistice.

The *Daily Mail* correspondent reported that German reinforcements in northern Italy and the Istrian Peninsula were swiftly extending their grip on strategic points.

It was reported that German troops began disarming Italian troops in the neighbourhood of Larissa in Greece.

The islands of Favignana, Levanzo and Marittimo off the western tip of Sicily surrendered unconditionally.

Count Ciano resigned his Ambassadorship to the Vatican.

1ST AUG.—Sgr. Mussolini's wife, his daughter Edda and her husband Count Ciano were arrested.

The Badoglio Government issued an order calling up for military service all Italians of 1927–1942 classses.

The American Seventh Army was within 75 miles of Messina and the British Eighth Army 65 miles from that port. The pressure on Catania was increased.

The Royal Air Force bombed rail installations at Reggio di Calabria. It was revealed that the Allies had now occupied 25 airfields.

The Duke of Spoleto, appointed King of Croatia in May 1941, abdicated his throne on the orders of the King of Italy.

The Algiers radio announced that Badoglio was facilitating the evacuation of German troops from Sicily. The German forces in northern Italy were estimated to number 18 divisions.

2ND AUG.—The Eighth Army launched a big push against the main Axis defence line south of Catania. American forces captured San Stefano and took 10,000 prisoners while capturing Mistretta.

Heavy bombers attacked docks at Naples and the airfield at Capodichino.

The Algiers radio broadcast a warning to the Italian people: "We insist on an unconditional surrender. You have been betrayed by Mussolini, now Badoglio is betraying you. We are at your gates. You will be made to feel the grim realities of war by our future operations."

3RD AUG.—A meeting of the British War Cabinet was held. According to the *Daily Express*, "Special steps have been taken to make it quite clear to King Victor and Badoglio that the Allies will not modify their capitulation terms whatever action Italy may take."

The situation in Milan was tense. Owing to hunger, all Fascists in Como surrendered.

The Germans disarmed the Italian soldiers in the valley of the Po. Two Fascist millionaires of Turin were lynched.

Emperor Haile Selassie, commenting on the fall of Mussolini, said: "The Duce's crimes have been many and serious. Having been one of his victims, Ethopia sees in Mussolini's passing the vindication of justice and humanity."

The Canadian troops captured Regalbuto. Allied troops entered the western end of the Catanian plain. Naples, and localities in Sicily and Sardinia were attacked by Allied planes.

It was revealed that Indian troops played a great part in Allied landing in Sicily.

According to the *Daily Mail's* special correspondent, Italy's principal Senators met in Rome and decided to inform Marshal Badoglio that the war should be terminated as speedily as possible—by capitulating, if necessary. It was also reported that a "peace march" on Rome was being organized.

Demands for the abdication of King Victor and the resignation of Badoglio were made by Italian patriots in Turin and Milan.

Mr. Mackenzie King, Canadian Prime Minister, in a broadcast, envisaged the "complete political and social collapse" in Italy.

4TH AUGUST.—British and Canadian troops pressed steadily towards the Etna foothills. The American Seventh Army captured Caronia. American cruisers and destroyers bombarded Axis positions and laid down a ceaseless patrol of Messina Straits.

Marshal Badoglio ordered an enquiry into the fortunes amassed by Fascists under the Mussolini regime.

Mussolini's first newspaper *Avanti* turned against him calling for his arrest and trial as war criminal.

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RUSSIA AND FINLAND

29TH JULY.—General Rokossovsky made new progress in his drive to encircle Hitler's 250,000 men in Orel. The Red Army closely pursued the retreating Germans.

30TH JULY.—The German Command was reported to be rushing troops from France and Germany in an attempt to hold the Russian drive on Orel.

31ST JULY.—The *Red Star* reported large-scale German attacks on the Donetz front. The Germans made four counter-attacks at Orel and lost over 2,000 men. It was revealed that around Orel alone, the Germans lost nearly 1,300 tanks and over 1,300 planes.

1ST AUG.—The Russian army continued its offensive in the Orel direction and occupied more than 100 inhabited localities.

Heavy fighting broke out near the Briansk-Orel railway line.

2ND AUG.—The Soviet army captured Kuma town.

3RD AUG.—Soviet troops widened their bridgeheads to the north and south of Orel. It was officially announced that the German offensive in the Donetz basin had stopped. The Russians captured Sych, the last station before Orel.

4TH AUGUST.—It was officially announced that the Russians broke into Orel. It was revealed that the Reds had captured 840 towns and villages in the Orel sector.

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SHIPPING

29TH JULY.—The British submarine *P* 615 was lost.

1ST AUG.—A new aircraft carrier *Bataan* was launched at Camden, New Jersey, United States.

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NEUTRAL COUNTRIES

29TH JULY.—Following the fall of Mussolini, several authentic reports indicated that monarchists in Spain were planning Franco's overthrow.

3RD AUG.—It was reported that seven Liberators returning from the Ploesti raid made a forced landing in Turkey.

VICHY, FREE FRENCH AND OCCUPIED COUNTRIES

29TH JULY.—It was reliably learned that Hungary was putting out peace feelers through Turkey.

30TH JULY.—It was reported that the Germans had presented a definite demand in Budapest that Hungarian troops shall, if necessary, take the place of Italian troops in the Balkans.

31ST JULY.—China severed relations with Vichy.

The unification of all the French armed forces was achieved. General de Gaulle was appointed President of the Council of National Defence and General Giraud the Commander-in-Chief of all French forces.

1ST AUG.—American Liberators from the Middle East bombed seven Rumanian oil refineries at Ploesti. More than 175 aircraft took part and nearly 600,000 pounds of high explosive bombs and hundreds of clusters of incendiaries were dropped. The attack involved a round trip of 2,400 miles from base to target and back. At least 51 enemy aircraft were destroyed. The raid on Ploesti was ranked with the battles of Britain, Stalingrad and Tunisia as one of the major events of the Second World War.

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THE FAR EAST

29TH JULY.—Allied planes set on fire a Japanese destroyer and a merchantman off New Guinea and also attacked a number of Japanese barges. Japanese airfields at Lantem and Cape Chater on the island of Timor were also attacked.

Mr. Anthony Eden, British Foreign Secretary, said: "Our determination to defeat Japan is no one whit less than our determination to overthrow Hitler. Our cause and the cause of China is one."

30TH JULY.—General Kisaburo Ande, Japanese Home Minister, warned the Japanese people to prepare for air raids on a large scale.

The United States Navy Department announced that United States submarines had sunk ten Japanese ships and damaged four others in the Pacific and the Far East.

31ST JULY.—China took over the Chinese section of the Indo-China railway for reasons of military necessity.

Chinese forces launched attacks on Japanese positions north of Hangchow in Chekiang Province.

A Japanese counter-attack against the American forces closing round Munda (the Japanese air base on New Georgia), was repulsed.

Dr. Evatt, Australian Prime Minister, said that he had secured from Mr. Churchill and President Roosevelt "very substantial allocations" of additional aircraft.

1ST AUG.—Allied dive-bombers made a heavy and concentrated attack on Japanese positions on New Georgia. More than fourteen Japanese barges were sunk along the coast of New Guinea.

2ND AUG.—Japanese out-post positions in the Solomons were bombed.

General Chiang Kai-shek was formally chosen as acting President in the place of Dr. Lin Sen who died.

3RD AUG.—American forces on New Georgia made a general advance around Munda airbase. A Japanese destroyer off New Britain was set on fire. Allied artillery shelled Salamaua airfield.

The Tokyo radio stated that General Oshima, the Japanese Ambassador to Germany, conferred with Hitler and Ribbentrop on the European military situation.

4TH AUGUST.—It was reported that several thousand troops started a new drive on July 22 along the west bank of the Salween river from Tengchung in western Yunnan province.

HITLER'S GUN SPIKED

"When the Russians abolished the Comintern they spiked the last big gun of Hitler propaganda. Russia, in frigid but correct way, is neutral towards Japan. We could not wish them be otherwise now if that were to bring down upon the Red Army an attack from East *via* Japan coincident with Hitler's drive on Orel, Byelgorod and Kursk. But Russia, by abolishing the Comintern, I believe, has contributed directly to our Chinese ally by promoting unity in China. It has given Chiang Kai shek and his Government real help in the propaganda war, which the Chinese Quisling Wang Ching Wei and his masters have been waging against Chungking. This has been recognized and commented on favourably by the Chungking Press."

—MR. JOSEPH DAVIES, *ex-Ambassador to Russia, at New York, on July 31.*

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